

the nearest of the attendant boats, that something was amiss. The gaff began to sag, and Resolute seemed to bob uncertainly on the surface of the water. Attendant boats began to creep closer to view the wounded racer.

It was the beginning of the end so far as the first race was concerned. With her mainsail sagging, Resolute rounded the stake under the momentum she had gathered in the splendid dash just before the defect in her too delicately planned mechanism began to spread. In three minutes the mainsail was down on the deck and she was limping along with only one thin piece of canvas in place. The lookers-on began to realize that for the first time the destroyer Livia's victory in an opening race in the early seventies an American yacht was doomed to lose one race in a series for the America's Cup.

It remained only for Shamrock IV to return to the starting point within the six hour limit. Then, by the rules of the international cup races, she would win, and there was no doubt that the sturdy green challenger could finish within the time limit.

There were thousands of critics watching the Resolute when the collapse came, and the bitterest of them were the professional mariners of the navy, who were dancing with a real deep sea rage as the crew of Resolute apparently watched the canvas fall slowly to the deck of the defender without trying to repair the damage.

Naval Men Rave
"They could splice the blanked dashed halyards and they could lash the equally blank dashed gaff," announced one who had been rolling about the North Sea during the World War. "With a blanked dashed time allowance and a lead of twelve minutes they could patch her up and make the run home. In the navy they would do it."

But while the deep sea mariners of the navy danced and raged on their iron decks Resolute's crew were packing the fallen canvas to keep it out of the water. The race was over for the day—for them.

Civilian critics began to compare the Resolute with the New York Yankee baseball team. "It starts as though it would just laugh its way through, just as the Yankee team rushes out into the lead in a pennant race. Then it gets brittle, just like the Yankee team, and collapses when it ought to be right home with the race. It's just as brittle."

"Trained down too fine," remarked another. "The Resolute, like many a human and many a racing animal, gave away too much for speed. It couldn't take off that much weight and hold up." "What did you say?" a race demon-strator cried. "It demonstrated that it was a race horse, if it can hold up and if it is maneuvered as skillfully as it was maneuvered yesterday, can beat the Shamrock IV boat race, for it can hold up. But on this point there is more than a little to be feared. There certainly was not more than an eight-knot breeze blowing when the delicate defender collapsed."

Backers Anxious Now
With a stiffer breeze than that which blew yesterday, the defender would be put to a much sterner test. Can Resolute stand rougher weather and heavier wind? No matter how far the defender may force ahead in the race, that are to come, her backers will be on the anxious seat until she crosses the finish line.

In fairness to the challenger, this is not to be regarded as a fluke victory. The staying power of a yacht is a factor considered in the international Cup races under the rules. It must be strong enough to carry the spread of canvas or pay the penalty.

An American boat in a previous series won its first race in much the same way. The defender, the Shamrock IV, lost a topmast. The American boat, Columbia, took the victory.

This point was discussed on all the attendant boats yesterday, and speculations were made as to whether Sir Thomas Lipton would disclaim the first race. He could not do so, under the rules, and this sort of speculation is illegal. Legally and fairly a challenger has won one race in the international cup series the first time since the victory of Livia in 1870.

Resolute First to Cross
The sun was fishing to peer through the mists when Resolute crossed the line first with a beautiful sweep. Shamrock IV flashed across before the two minutes had elapsed and the defender, as the mists cleared, seemed to be carrying quite as much canvas as the challenger, despite the fact that the official measurements showed she carried something like 1,600 feet less.

The wind died as the rain pelted down, soaking the acres of white canvas as the yachts drifted through a patch of quiet water. Then the breeze started to freshen again and the flat-nosed Shamrock forged ahead. They were working in a deliberate, business-like fashion on the challenger. After the first rush of rain they sent four men out on the bowsprit to change a sail. The flat nose of the challenger was being thumped by the sea, and the wash soaked the heavy bundle of canvas, but the sail was changed.

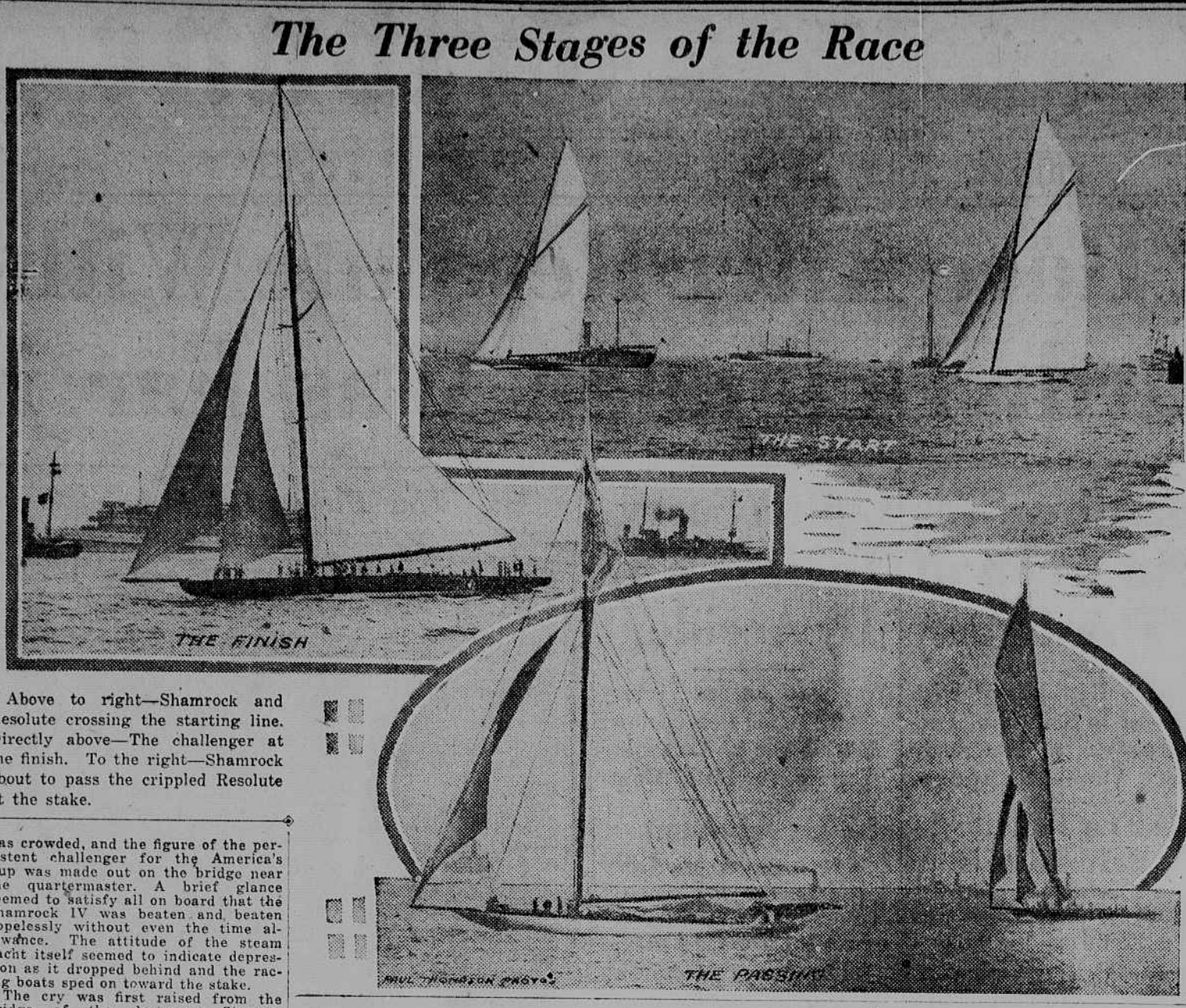
Shamrock tacked to the starboard and started ahead with a fresh rush of speed. Resolute seemed to lose on the tack. The clouds thickened, then the mists closed about the two racers and hid them from view of the following boats. Only now and then the closest of the attendant vessels could make them out.

When the mists lifted again Resolute was leading, and leading decidedly. She was racing away from the green boat like a wild thing, gaining every minute, it seemed, and just as it looked as though there certainly would be a race the wind died again and the two yachts once more began to drift over the still patches of gray water.

The huge sails on both flapped idly for many minutes. Then the sails of Resolute began to fill and she shot ahead again, widening the dark gray space between her and the green boat. Shamrock IV was slow to find the breeze and slow to get under way again.

It was at this point that the Victoria, with Sir Thomas Lipton and his guests, steamed up behind the destroyer Simmes and with the lines. It was as though the owner of the Shamrock IV, incredulous that the challenger could be beaten boat for boat, had come up to satisfy himself. The Victoria swung into the inner lane alongside the Simmes, and was close in the wake of the Shamrock IV.

The forward part of this Victoria



Above to right—Shamrock and Resolute crossing the starting line. Directly above—The challenger at the finish. To the right—Shamrock about to pass the crippled Resolute at the stake.

was crowded, and the figure of the persistent challenger for the America's Cup was made out over the bridge near the quartermaster. A brief seemed to satisfy all on board that the Shamrock IV was beaten and beaten hopelessly without even the time allowance. The attitude of the steam yacht itself seemed to indicate depression as it dropped behind and the racing boats sped on toward the stake.

The cry was first raised from the bridge of the destroyer Simmes. "Something is happening to the Resolute!" Then quickly and spontaneously came the shout, "Why don't they do something? What are they waiting for?"

It was impossible to have done anything, according to a statement from Captain Adams, for the throat halyards had broken near the winch, and the Resolute was done for, just as she seemed to have the race won and won effectively enough to discourage the present challenger for all time. After the Shamrock IV had rounded the stake and passed close to the crippled defender, the Gossair, hovered close to the defender, and then sheered off and a tug was sent to the Resolute.

While the crippled boat was being towed away the green challenger, with the wind picking up, came home under shortened canvas. She took in the club topsail and set out in a matter-of-fact way for the starting line again. The wind freshened, and the Shamrock IV picked up speed that indicated that she might be a particularly dangerous boat in rough weather.

As the challenger crossed the finish line Captain Norton, of the destroyer Simmes, ordered the whistle and the siren of the navy boat blown. Immediately every vessel that had a whistle sounded the first victory of a British boat since the Livia won one race of an international cup series.

Cup Contest Viewed From Planes for First Time
The international yacht race was witnessed from the air yesterday for the first time in the history of the races. Despite the bad weather, a large fleet of airplanes soared over the two yachts.

Four of the airplanes were DH-4 biplanes from the United States Air Service, taking photographs for the archives of the government. Another interesting airplane was the new aeromarine cruiser, which had eleven passengers on board besides the crew and the pilot. This big aircraft flew from the Columbia Yacht Club.

When the thunderstorm broke all the flying craft returned to their stations. They returned again in the afternoon and watched the Shamrock pass the finish line.

Large Fleet of Aircraft Soars Over Race Course; Aeromarine Cruiser Carries 15
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Defender Accorded Speed Honors; Disabled With Victory in Sight

By Jack Lawrence

Shamrock IV won the first leg on the America's Cup yesterday afternoon, when Resolute's gaff collapsed and forced her to withdraw from the race immediately after she had turned the outer mark. When the accident forced victory upon her Sir Thomas Lipton's challenger was a badly beaten boat. She had been outmaneuvered and outgunned by an American opponent and faced certain defeat.

The giant-spurred sloop had hardly passed over the starting line when the overcast skies darkened and rain began to fall. This squall was followed by two others. Then the sun came out, and the wind, which had been almost completely flattened out by the rain, began to freshen rapidly and blow in strong puffs. When these hit the wings of the racers they could be seen to heave sharply. In this respect it was evident that Resolute was far more tender than Shamrock.

Pointing high and driving hard for the mark, Skipper Adams, of the defender, kept his boat close hauled, while Captain Burton, on Shamrock, kept a sharp eye on the puffing weather and eased the challenger off every time he saw an extra heavy blow coming.

All eyes were on Resolute as she crashed down the starboard tack, and watches were out to get her time as she rounded the stake. At 2:50 Captain H. H. Norton of the destroyer Simmes, watching the white sloop through binoculars, shouted, "She's in trouble!"

A second later Resolute's long gaff swung downward, her mainsail collapsed and she was helpless. Burton, who was standing by the committee boat, saw the defender's plight and immediately signaled her to withdraw. But she was too late. The defender had already rounded the stake and was on her way to the finish line.

Spectators expected to see the yacht come up into the wind and quit, but she didn't. With only her headsails set, she held her course as though nothing had happened and rounded the stake at exactly 2:55. Closer after-nooners went up from surrounding vessels as it was seen that Resolute was going to give the British a fight.

At 3:00 the defender's mainmast collapsed. She was a complete wreck of all the advance dope and knocked the bottom out of the predictions of many of the wisest yachtsmen in America.

Yesterday's was a windward and leeward race of thirty miles. Going to windward is supposed to be the challenger's strongest point. The yachts had not covered the fifteen-mile windward leg before the American boat had demonstrated that in this phase of the game her British opponent was no match for her.

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Clubmen Man Ship When Highlander Crew Strikes

N. Y. Y. C. Vessel's Deck Crew Asks \$10 a Day and Get It, but in Twenty Minutes Double Demand; Scions of Wealth Volunteer Their Services

When the seamen of the deck crew of the steamer Highlander chartered for the cup race by the New York Yacht Club, went on strike yesterday morning for \$20 a day, their places were filled by men whose daily salaries are many times that amount. These, however, were volunteers from the ranks of the club members, who refused to have the race spoiled for them by labor trouble.

The deck crew of the Highlander was originally hired for \$5 a day. When members of the yacht club began to go aboard the craft at the foot of East Twenty-fourth Street yesterday the atmosphere of wealth was too much for the sailors. They sought the steamer committee and demanded \$10 a day.

Given \$5 Raise
James D. Sparkman, Captain O. P. Jackson, U. S. N., Hunter Wykes and Cornelius F. Fox, members of the committee, considered this demand and decided to grant it. The crew remained satisfied for the space of twenty minutes and then sent another delegation to the committee.

Several members of the yacht club and persons of prominence in the club, business and fashionable life of the country went out to the race in private yachts.

Private Yacht Parties
J. Pierpont Morgan had a large family party and other guests on board the Corsair.

Harry Payne Whitney, on the Whiteaway, had the international polo players of six years ago, Larry and Monte.

Six Hundred on Highlander
About six hundred members of the club and their guests, including some twenty-five women, were on board the Highlander when she pulled out at 9:30, half an hour after the scheduled starting time.

All interest in the race seemed to be over as the boats were nearing the turning stake, and glasses were discarded and many turned to cards. But when those who were still closely watching the yachts saw the mainsails go, a cry went up and every one grabbed glasses and rushed for the rail to see what the trouble was.

Every one on board had nothing but praise for Captain O. P. Jackson, U. S. N., who had charge of the boat for the yacht club, and Captain Scully, who handled her, for they kept the best

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Lipton Stands by Resolute; Fails to See Shamrock Win

Delay to Watch Over Crippled Opponent Prevents Baronet From Witnessing Own Yacht Cross Line a Victor for the First Time

The turn in the tide of Sir Thomas Lipton's fortunes came yesterday at one of the most dramatic moments in the history of international yachting. The heavy haze that followed upon the torrential downpour had just lifted, showing the two yachts, with Resolute well in the van and Shamrock well inshore.

Sir Thomas was at that moment on the bridge deck of his steam yacht Victoria, chatting with a group of his guests. The first glance after the mist lifted showed that the first encounter his latest challenger had fared no better than his previous namesakes. The baronet was visibly affected and a solemn and expression came over his face. Turning to the man nearest to him, he exclaimed: "I am sorry at the poor show we have made to-day."

As if goaded to pity, Fate chose this very moment to reverse the ill fortune that has over pursued Sir Thomas in his quest. The two yachts were nearing the finish line, and the Shamrock was close upon the heels of the Resolute. The wind had heeled Resolute over to port in what seemed an extraordinarily heavy list. It looked as though she would not make the turn without having to tack again.

Resolute in Difficulty
As Sir Thomas finished his remark, the mainsail on Resolute suddenly flapped helplessly in the light breeze, and it was plain that she was in great difficulty.

Without a moment's hesitation Sir Thomas, taking the situation in said: "I am sorry that this happened. It's too bad. It may be the custom to claim races that way, but it's not Tom Lipton's way."

The crippled Resolute had sufficient way to make the turn around the marker buoy, and then she came to heel, while her crew hustled to lower the main and top club sails. At this time the Shamrock was well on her last tack before the turn and was running much better than at any time previously.

All eyes on the Victoria were glued to the green hull now rapidly approaching her crippled adversary. The vast and motley flotilla that was tailing the racers crowded round the turning point to witness the vital scene.

Then when the Shamrock well around the buoy, started on her fifteen-mile run back to the wind, the big fleet crowded after her, the Shamrock, that a crowd follows a victorious fighter, and abandons the loser.

Stands by Crippled Yacht
About the crippled Resolute none stayed except the steam tender and a lone destroyer duty-bound—that is, with the exception of the Victoria. Sir Thomas ordered his craft to stand by the defeated yacht, and it was assured that she was in no danger and was well in tow of her tug.

This delay to watch over the crippled opponent prevented Sir Thomas from seeing his own yacht crossing the finishing line a victor for the first time.

The day of victory for Sir Thomas was one of the greatest in his career. He was about early in great fettle and personally greeted each of his guests as they came aboard the Victoria from the landing pier of the Atlantic Yacht Club at Sea Gate.

All about the steam yacht there swarmed a host of miniature craft of all descriptions whose occupants shouted good wishes and good luck to the baronet as they passed by. To each of these Sir Thomas waved back an enthusiastic response with his arm. He was laughing like a schoolboy and was having the time of his life.

The Victoria pulled up her anchor shortly before 10 o'clock and steamed into Ambrose Channel, running straight into the greatest procession of welcoming craft that has ever emerged from New York harbor at one time.

Surveying the picturesque scene, Sir Thomas exclaimed: "Good heavens, what a remarkable fleet! Are they all going to see the race?"

See the Racing Yachts Resolute & Shamrock IV. FROM THE DECK OF THE MANDALAY

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Waterbury and Devereux Minors, with him. The Sialia, of Detroit, owned by Henry Ford, had a large party on board, and other yachts noticed at the course were the Aloha, with Mr. and Mrs. Arthur Curtis James and a party of guests from Newport; the Pioneer, owned by Van Lear Black, owner of the Baltimore Sun; the Delago, with Mrs. Black and H. Crawford, owner of the Police, with Mr. and Mrs. Ogden Reid, who entertained a party of their yacht; the Alcega, several guests on board, former commodore Larchmont Yacht Club, owner; the Atlantic, George J. Gould; the Cigarette, F. Gordon Hamersley; the Cristina, Vincent Astor; the Cytherea, the James H. Harkness; the Casiana, of Los Angeles, on which the owner, Edward Doherty, had a large party; the Remik, W. Willis Sharpe Kittling, the Colonia, George S. Dearborn; the James Andrew Rabeurn, of Marblehead, Mass.; the Levantier, James B. Wilbur; the Amray, P. J. Gallagher, Port Washington; the Sachem, Manton E. McCall; the Junata, George W. Ekins of Philadelphia; the Mary Ann, E. W. McCreedy, Crisfield, Md.; the Ford, P. R. Henry, New York; the John Sher, Mr. and Mrs. L. de Forest, one of the inventors of wireless, and Robert Jacob of City Island, at whose yards Shamrock IV was refitted.

Most of the guests, earnestly expressed, over the mishap to Resolute, Sir Thomas was visibly pleased at the victory. As soon as the first flush of the dramatic turn in fortune had subsided he moved about among his guests again.

Drawing a chair up alongside Mrs. Morris Nelson, he said: "I have offered Mrs. Nelson a job on board here if she will take it. She is a very capable woman. I was one of my guests on the Erlin in the Mediterranean in December, 1908, when the terrible earthquake shook Messina and killed 80,000 people."

After this he began to tell jokes laughingly to all. With a wink in his merry eyes he turned to the newspaper men and said: "Don't say anything about the mishap. It would not look like that. It would not look like I know you boys."

\$50,000 in Loot Found in Raided Apartment
Woman and Two Men Held; Feminine Finery and Jewelry Seized
Detectives of the Italian squad who smashed their way into a three-room apartment at 42 Kenmare Street yesterday afternoon thought for a moment they had stumbled across a small department store.

Spread over boxes, trunks, tables and chairs was a bewildering array of feminine finery—dresses, skirts, waists, sweaters and lingerie. Also a collection of gold and silver wares, diamonds and cuff links that any pawnbroker might envy. The detectives looked further and found more loot and a woman and two men. They were arrested and taken to the police station.

Much of the merchandise that disappeared from haberdashery shops and department stores in Manhattan of late has found its way into the Kenmare Street apartment, according to the police. The goods recovered are valued at more than \$30,000.

To-day the police will keep an "open house" at the apartment, and are invited to call and see if they can identify any of their stock.

With large reductions in suits and shirts we should make many new acquaintances this week-end. By way of a welcome

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